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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERSEAS TRADE REPORT
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Hongkong Daily Press.

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No. 15,930. 號十三百九千五萬一第 日四廿月三年元統宣 HONGKONG, THURSDAY, MAY 13TH, 1909. 四拜禮 號三十月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

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AND
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BY

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SOLE AGENTS:
**S. MOUTRIE & CO.,
LIMITED.**

Hongkong, 1st October, 1908. [a40-3]

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THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.
Cooking by
AN CHONG.

(Late Chief Cook for many years to late
Mr. J. W. Osborne).

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Proprietor.

Hongkong, 4th May, 1909. [a692]

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.

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THE LEADING BEER IN THE
FAR EAST.

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Hongkong, 15th April, 1909. [a35]

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INSPECTION INVITED.

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Hongkong, 9th April, 1909. [a33]

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obtainable, that it is just as the doctor wants it? You have
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\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.
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INTIMATIONS

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NOTICE.
DURING my absence at any time from
the Colony Mr. WILLIAM DENYS
JUPP will act as Manager at Hongkong of
the above named Company.
W. G. DARBY,
General Manager.
Hongkong, 10th May, 1909. [718]

FOR SALE

A MAGAZINE HAND CAMERA to
carry one dozen Plates 5 by 4. Good
Lens and Easy Adjustment.
Apply to—
VELOX,
Care of "Daily Press" Office.
Hongkong, 6th May, 1909. [710]

FOR SALE

ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. Brown and Lindley.
For further particulars apply
HONGKONG ELECTRIC CO., LD.,
St. George's Buildings,
Hongkong, 23rd April, 1909. [649]

THE DAIRY FARM CO., LTD.

Have much pleasure in announcing further
REDUCTIONS
IN
BUTTER PRICES
FROM 1st MAY, 1909:
"Buttercup" Brand 65 cents per lb.
"Dairymaid" Brand 70 " "
"Daisy" Brand 75 " "
May be had in 1/2 lb. Pats. [563]

NOTICE

WEISMANN, LIMITED.
OUR BUSINESS has been REMOVED
to No. 14, DES VEAUX ROAD CENTRAL.
(Late occupied by Madame Jay).
Hongkong, 28th April, 1909. [667]

SITUATION WANTED.

A YOUNG SWISS LADY, speaks
Situation as Travelling Maid or as
Governess, speaks English, French, German,
and Italian.
Apply to—
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Care of "Daily Press" Office.
Hongkong, 7th May, 1909. [714]

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Dining accommodation for 300 Persons.
String Band Plays during Dinner and
Well Furnished Reception Rooms.
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Electric Lift to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

"KINGSOLERE,"

PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
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throughout. Billiards, Tennis, Croquet,
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[a45]

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STANDING in its own grounds with Tennis
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to—
Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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No. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHAEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel
Large and Airy Rooms, affording every comfort
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Table D'Hôte at Separate Tables.
MODERATE RATES.
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M. MATTHAEY,
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Hongkong, 5th October, 1908. [a43]

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Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1623]

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THE Hotel is under European manage-
ment and most strict supervision as to
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All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a196] THE MANAGER.

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SWATOW.
IF you go to Swatow don't forget to stay
at the KIALAT HOTEL. Nice
Comfortable Rooms, excellent cuisine.
Situating five minutes run by rickshaw from
German Consulate.
Miss E. WILL
Proprietress.
Swatow, 1st April, 1909. [552]

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EVERY OLD LIQUEUR
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WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
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GENUINE AGE

AND

FINE MELLOW FLAVOUR.

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ROBT. PORTER & Co's
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GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

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Only communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
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The Daily Press.

HONGKONG, MAY 13TH 1909.

THE hope was entertained that the order which was issued by the late Dowager Empress to the effect that in future there could be marriages between the Manchus families and Chinese would put an end to, or at least largely lessen, the caste distinction between the Manchus and the Chinese, which has done so much harm, and has undoubtedly stood more in the way of progress than almost anything else. This hope, however, like many that are formed with regard to China, seems destined to disappointment. According to those most conversant with what is going on at the Capital, there is as much Court intrigue there as ever, and it is to be feared that this unfortunate kind of influence may do much to hinder the reforms which have been promised. Already the date at which a Constitution was promised to be granted, has been made indefinite, and there are other signs which go to show that, even at this day, the old plan of making specious promises, and then proceeding to shuffle out of them by no means been abandoned. We were no doubt assured that the retirement of YUAN-SHI-KAI did not indicate any alteration in the policy which the Peking authorities intended to follow. This statement may be true, but in a different sense to that in which it is intended to be accepted. The policy that is being followed is most likely one which is bound to involve the retirement of YUAN-SHI-KAI or of anyone else who might entertain the same liberal views that he has expressed. The intention of the Peking Government may be to

introduce reform; but it is to be feared they wish to do this so slowly, that practically the action taken will leave things very little changed, and that in essentials, reform will be avoided altogether. In short, there is too much reason to fear the old shuffling conduct, which has wrought so much harm in China on other occasions—a kind of MOWAT policy, with promises of doing great things, but an inner hope that "something will turn up" to prevent its being necessary to carry the promises out, is being reverted to. In many instances, fortune has served the Government very well and the "something" actually has turned up and been very skillfully availed of; but it will hardly do to rely upon the chance of events in so important a matter as the movement for reform which has so long been occupying the mind of the Chinese people, and which has been unquestionably encouraged by promises at head quarters.

How the change at Peking which has become noticeable has been brought about, it is of course impossible to say, as even those who know something of the inner workings at the capital can hardly speak with certainty on such a point. In part, no doubt, it is attributable to not unnatural jealousy of YUAN-SHI-KAI's rising influence. There is no country in the world where there is more jealousy at head quarters than in China. The history of any Chinese statesman, who has loomed large in the affairs of the country, shows this. Such a man is considered to require to have his wings clipped, and the usual plan resorted to is to raise him to a prominent position, and before long, on some pretext, suddenly abandon him. This kind of promotion downwards it is fair to remember, is not necessarily final. He may be taken up again; but generally his power is curtailed, and the end desired, that of weakening what is feared may become a dangerous rival, is attained. There may not have been more than this in what has occurred—but, even so, it is significant, and combined with other incidents, it is not encouraging to those who had hoped that the Peking authorities were really in earnest in their professions of a willingness to inaugurate necessary reform. The central Government have committed themselves so far in the direction of reform that it will certainly cause great disappointment throughout China if they do not in some way set up to the promises held out. They stand pledged to something, after the assurances that have been given, and nothing could be more ill-advised than to go back completely on their promises once they have been made, at a time when the feeling that reform is necessary is so general, as it has of late become in China. It can hardly be believed that the most reactionary of Chinese officials will counsel such a step. But there is still room to fear that the same result might be attained by first delay and ultimately by minimising what is done; and it would seem that the idea at Peking is to meet the difficulty by temporising somewhat of this nature. No one of course can blame the Chinese for being careful how they attempt to introduce searching reforms; but it will be a grave mistake for their part to simmer down the promises held forth almost to the vanishing point. If such a policy is to be adopted, it would have been far wiser to have held out no prospects whatever. In that case, there might have been discontent, but at least those who were discontented, could not point to a specific grievance, which they will be able to do if the promise of reform, having been once made, little or nothing is done to carry it out. The course which it would seem should commend itself to those in authority at Peking would be to introduce at least some definite reforms tending in the direction to which they are pledged, if they cannot see the way to grant all that has been promised. Chinese statesmanship would be quite equal to this task, if only the authorities should be well enough advised to recognise that it is the course which both prudence and good faith dictate as that which should be pursued after the solemn assurances which have been given by them.

Mr. Valentino Chiroi, the Foreign Editor of the Times, is a passenger by the P. and O. Oceana which arrived yesterday. Mr. Chiroi is booked to Yokohama.

It is officially notified in the London Gazette that the King has appointed Mr. W. P. Ker to be Commercial Attaché to His Majesty's Legation at Peking.

The steamer Laertes, which arrived from Saigon yesterday, brought 103 deportees from the French Possession. They will be forwarded on to China as soon as arrangements can be made.

Mr. Paul Knight, Editor of the Calcutta Statesman and Friend of India, and his two brothers, Mr. W. H. Knight, and Mr. Robert Knight, arrived by the steamer Laertes. They are travelling to England via Japan and Canada.

Mr. F. P. J. Wodehouse returned to the Colony yesterday by the English Mail.

Yesterday the Russian cruiser "Gentling" arrived here from Shanghai and sailed the port.

The number of Chinese in the Transvaal on Feb. 28 was 10,034. Of these 13 died during March and 24 were struck off the strength, leaving 9,997 in the country on March 31. The Helopoli, which left Durban on the 14th ult., for China has 2,300 coolies on board.

Lieutenant G. P. Leith has been posted to the command of the river steamer Moorhen, China Squadron, from command of the destroyer Ribble, attached to the Home Fleet. Lieutenant Leith entered the naval service in January 1892, was promoted sub-lieutenant in 1897, and lieutenant in December, 1900.

Brevet-Colonel H. G. Filton, D.S.O., Queen's Own Royal West Kent Regiment, who was promoted to the command of the 2nd Battalion when it was stationed at Hongkong, will retire from the command of the battalion at Bangalore in August next under the four years' rule. It is stated that he will get a staff appointment in India in due course.

Sir Ernest E. Blake, K.C.M.G., Senior Crown Agent for the Colonies, is about to retire from the public service after an official career extending over 45 years. The appointment of his successor rests with the Secretary of State for the Colonies, but it is generally expected that Major M. A. Cameron, C.M.G., will take charge of the Department under the scheme of reorganisation recently propounded.

Mr. W. Roderick Dorsey, American Vice Consul-General at Shanghai, entertained Consul-General Charles Denby and the members of the Consular staff to a dinner last week, the gathering being made the occasion of a presentation to Mr. Denby in anticipation of his approaching departure from Shanghai. Mr. J. M. Darrah, the American Postal Agent, made the presentation, which consisted of a handsome silver bowl.

The Shanghai Police, in accordance with a municipal notification have blocked the Alhambra by erecting stout bamboo barriers across the Slocowai road, and only people furnished with police permits are allowed to pass the barrier. Recently the police made a raid on the Alhambra and removed the roulette wheels, and an interesting police court case has resulted in which an Indian watchman has been charged with threatening to shoot Colonel Bruce, the Superintendent of Police.

A correspondent of the N. C. Daily News identifies one of the two Germans murdered in Yunnan as Dr. Brunsbach whom he knew some years ago in Shanghai. He was formerly on the staff of the Koelnische Zeitung and when he went home two years ago he said that he should be out again to travel in and learn more of the Far East. Since then he has travelled in India, China, Korea and Japan and again returned home. In a letter from him dated Shanghai, November 8, 1908, he told how he intended to go through to the Yangtze and so down to Shanghai. His murderers at Weiki are understood to be the native tribes of the district and not Chinese.

Chinese Public Opinion, a small newspaper which has been published in the Chinese Capital for about twelve months has ceased to exist and in its place we have the Peking Daily News. The former paper had occasional assistance from English journalists in Peking, but the new journal will be entirely under Chinese management. "Its measures will be Chinese, its methods will be Chinese; its principal will be Chinese; its sympathies and convictions, its head and heart will be all Chinese." Mr. Li Shun Ling (formerly of Hongkong) whose name was prominently associated with the New York Herald's advocacy of an alliance between the United States and China seems to be the Editor of the new paper.

AN OLD CRIME.

After three years a rascal coolie who is supposed to be one of a gang who assaulted and robbed Captain J. T. Laing of the river steamer Tai Sang has been arrested. He appeared before Mr. F. A. Haseland at the Magistracy yesterday on the charge of, with four others not in custody, robbing the complainant of a bank book and of a leather pocket book containing \$20 in bank notes, and of using personal violence. The story previously told by Captain Laing was that while waiting at one of the West Point wharves between two and three o'clock in the morning he was attacked by several rascal coolies, knocked down, and relieved of his valuables. The coolies got away with the booty, but one of the men left the cushion of his ricksha behind, and this bore the same number as the ricksha. The Captain took the article to the Police Station, and next morning the puller of the cushionless ricksha was missing. He had left the Colony, and it is only within the last few days that he has been returned. He was arrested when applying for a new ricksha licence at West Point. His Worship adjourned the hearing until the arrival of the complainant.

THE CIRCUS.

Last night witnessed another success at the Hippodrome and Circus at Causeway Bay, H.E. the Governor and party were present and the attendance enjoyed the varied and thrilling programme arranged for their delectation.

TELEGRAMS.

[Protected by the Telegraphic Messages Copyright Ordinance, 1894.]

[DAILY PRESS EXCLUSIVE SERVICE.]

PRINCE ITO.

Tokyo, May 12th.

There are insistent rumours of the impending resignation of Prince Ito as President-General of Korea.

[ENTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

MINISTERIAL CRISIS IN RUSSIA.

LONDON, May 11th.

A serious political Ministerial crisis has arisen at St. Petersburg, owing to the Tsar having vetoed a Bill passed by both the Duma and the Council creating a Naval General Staff.

The Ministry has resigned but the Tsar refuses to accept the resignations. It is reported that Count Witte engineered the entire crisis.

JAPANESE ROYALTIES IN AUSTRIA.

LONDON, May 11th.

The Emperor of Austria-Hungary has given a banquet in honour of their Imperial Highnesses Prince and Princess Nashimoto of Japan.

PRINCESS KUNI.

LONDON, May 11th.

Princess Kuni, (who travelled to Europe on the N. Y. K. "Mishima Maru") has arrived in Paris.

A LOCAL RISING IN NORTH NIGERIA.

LONDON, May 11th.

The Resident in North Nigeria, Mr. van Renen, three Europeans and 35 native police, who were proceeding to instal a Chief, were ambushed on March 6th when within fifty miles of Zungern.

Mr. van Renen, the Chief, and eleven of the police were killed.

A punitive force was dispatched on the 9th inst.

The rising is purely local.

GREAT POSTAL STRIKE IN FRANCE.

LONDON, May 12th.

A meeting attended by ten thousand postal employees was held in Paris last evening at which a resolution to strike was passed.

The travelling sorters on the night mail trains have ceased work.

The dock hands at St. Nazaire refused to ship the mails for Panama and they were returned to Paris.

M. Barthou, Minister of Public Works, declared in the Chamber that the Government would not yield to the demands of the agitators.

LONDON RUBBER REPORTS.

BIG DIVIDEND.

A telegram to the Straits Times says:—The Selangor Rubber Company pays a dividend of 75 per cent. It carries \$2,000 to reserve fund, £1,000 to depreciation, and \$2,000 forward.

The Selangor Rubber Company pays a dividend of 75 per cent. It carries \$2,000 to reserve fund, £1,000 to depreciation, and \$2,000 forward. Rubber shares generally are active, North Hammonds being a special feature.

The Evening Standard and St. James's Gazette, referring to rubber shares say:—For some time past these shares have been moving up as the price of rubber remains firm at about 5s. 3d. per lb. whilst the returns being made by some of the companies show distinct improvement. Thus during the past month Highland and Lowlands reported a production of over 27,000 lbs. as against some 15,000 lbs. in the corresponding month of 1908, and Federated Selangor showed 59,700 lbs. as against 25,600 lbs. Such increases are very satisfactory and only go to prove how important the output of British-grown rubber will be in the near future, but much of the gain has already been discounted in the prices at which many rubber shares stand. The level of quotations can only be justified by great increases in the output, and conservative elements in the market would prefer a little breathing time before efforts are made to push prices much higher. In less than two months prominent shares such as Anglo-Malay, Batu Caves, Selat Rajah, Federated Selangor and Highland and Lowlands have risen about 10s. to nearly £1 per share, and as they are all £1 shares the advance thus effected represents a considerable increase in capital value. Still, whatever may be the facts regarding market quotations, it is satisfactory to find the outlook for the industry so hopeful.

SUPREME COURT.

Wednesday, May 12th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. FIDGOTT).

THE GOVERNOR AS PLAINTIFF.

The hearing of the action in which H. E. the Governor was plaintiff and Chu Ping defendant was resumed.

Mr. Fletcher, Clerk of Councils, was called as a witness.

Hon. Mr. Pollock (for the Government) to witness—Don't answer the question I am about to ask. It will be objected to. Do you find in this C.S.O. of 1899 a minute by the then Governor Sir William Des Voeux dated 27th November—

Mr. Slade—You had better stop there.

Mr. Pollock—I must complete the question.

Mr. Slade—You have asked enough to identify the minute.

Hon. Mr. Pollock—No.

Hon. Mr. Pollock—Even if you stop there it can't be evidence.

Mr. Pollock—It must appear what the general object is.

Mr. Slade—I object.

Mr. Pollock—I want to go on with my question.

Hon. Mr. Pollock—I don't think it is admissible.

Mr. Pollock—If your Lordship will allow me to put the question you will see—

Mr. Slade—My friend is starting to put a leading question as to the contents of that document.

Mr. Pollock—I must ask the question.

Hon. Mr. Pollock—I cannot see how a minute taken in the abstract, from one officer to another in an official capacity, can possibly be evidence.

Mr. Pollock—I am trying to argue this matter without introducing too much, but I am driven to it.

Hon. Mr. Pollock—If the question is put I must take it down.

Mr. Slade—I object to the question as put so far.

Mr. Pollock—An objection cannot be taken in the middle of a question. Any question submitted by counsel must be taken down by the Court. This minute asks for the opinion of the Attorney General. This is important in view of the suggestion that the Governor treated Yui Chow as a pestilent fellow with no rights. If I can show that the opinion of the Attorney General was obtained by the Governor and acted upon it will indicate what was the intention of the Governor.

Hon. Mr. Pollock—Now you come to the point whether the opinion of the Attorney General is admissible or not.

Mr. Pollock—Will your Lordship allow me to finish my question?

Mr. Slade—I object to that question being finished. It is enough to show that it is not competent for counsel in the form of a leading question to state the contents of the document.

Mr. Pollock (continuing the question)—Asking the opinion of the Attorney General with reference to Chu Chuen being permitted to sign the proclamation agreement.

Hon. Mr. Pollock—I am prepared to overrule this question unless I hear good ground to the contrary.

Mr. Pollock—It won't be intelligible unless the whole question is put.

Mr. Slade—I ask your Lordship to uphold my objection.

Mr. Pollock—There cannot be any objection unless your Lordship takes down the question.

Mr. Slade—When the early portion of the sentence shows it is going to be an ex-parte statement of the contents of a document which is inadmissible, I must certainly object to such a statement being read.

Mr. Pollock—I ask your Lordship to take the whole question.

Mr. Slade—I object.

Mr. Pollock—There is no such thing as objecting to a question unless it is taken down. We are not before a jury.

Hon. Mr. Pollock—I quite admit that. I will put it down and make a note of the objection.

Mr. Slade—Before my friend is allowed to make an ex-parte statement hear my objection and decide it. I object because it is ex-parte from the portion of the question already put that the rest of the question is going to be a statement of the alleged contents of an inadmissible document.

Mr. Pollock—I ask that my objection be noted that a question cannot stop in the middle.

Hon. Mr. Pollock—I cannot see how this can be evidence.

Mr. Pollock—If the words of the Attorney General are left out there is nothing to argue. My learned friend has taken his objection too soon.

Hon. Mr. Pollock—I think it is an arguable point.

Mr. Slade—My submission is that it is hearsay evidence, and hearsay evidence is not admissible. It is exactly on the same footing as if it were a letter written by the Governor. The only material occasions on which hearsay evidence is admitted are in the cases of entrapment, of deceased persons, and even if that minute fell within these conditions, preliminary proof of the death of Sir William Des Voeux—who is still alive—would have to be given. If a man is living and available as a witness a letter of his cannot be put in unless it is proved in the ordinary way.

Hon. Mr. Pollock—It seems to me unnecessary on the part of Mr. Pollock.

Mr. Pollock—It is important to show what the motives of the Governor were.

Hon. Mr. Pollock—Yes.

The question was then put, and the answer was taken down that the opinion purported to be the opinion of the Acting Attorney General in 1899.

Mr. Slade, in opening the case for the defendant, stated that it had been decided that the persons who were entitled to come into the proclamation rights under the Ordinance were frontagers, and any frontager mentioned in the schedule in order to obtain a moral right, had to contribute to the work which was done in front of his lot and so obtain 999 years lease of the land not needed for roads. Yui Chow refused to enter into any agreement, although Mr. Bruce Shepherd tried several times to get him to sign the agreement. After reading the judgment of the Privy Council, counsel said that his Lordship would have before him exactly the same evidence as in the case dealt with by the Privy Council, and though his Lordship could come to his own conclusion on the facts, he was in a measure bound by the law in the judgment read.

Hon. Mr. Pollock—Answer this question? How can I try this case?

Mr. Slade—I don't know, my lord, His Excellency the Governor asks you.

Hon. Mr. Pollock—The question has been decided between Yui Chow and the Government in bringing precisely the same case.

Mr. Pollock—No, my lord, we are claiming on an undertaking which the Privy Council said Yui Chow could not sue on.

The hearing was again adjourned.

CASES AT THE MAGISTRACY.

The assistant compradore of the river steamer Kwong Tung proceeded against thirteen natives at the Magistracy yesterday for stealing away from Canton. They were found guilty and Mr. Haseland imposed a fine of \$25 on each man, the alternative being one month's imprisonment.

For stealing thirty-nine pieces of steel rivets from the Dock Co., Mr. F. A. Haseland sentenced a Chinese to two months' imprisonment and six hours' stocks.

A story of barbaric cruelty was told to Mr. Haseland. Because a little girl of seven years wept and trembled with fear when told to go to a doctor, the man who was taking her took her home again. There the cruel mother belaboured her with a bamboo pole over head and body until she was one mass of bruises and welts. His Worship bound the defendant over in the sum of \$100 to keep the peace for six months.

Before Mr. J. H. Kemp two natives were charged with stealing a case of umbrellas from a godown at Kowloon. The first defendant, who was tallying for Messrs. Gilman and Co., after taking delivery of some 50 or 60 cases told the godown tallyman that he was one short, but that he would not require it just then. Then the goods were shipped on the second defendant's lighter, and brought to Hongkong. All were handed with the exception of a case of umbrellas, which was opened aboard. The godown was given six of these and the first defendant took the remainder ashore and sold them, handing the godown \$30 as his share of the plunder. His Worship on hearing the evidence found the defendants guilty, and sentenced the first to six months' imprisonment and four hours' stocks, and the second to two months' imprisonment.

CANTON MUNICIPAL COUNCIL.

A meeting of the Municipal Council was held on May 11th when there were present: Messrs. T. E. Griffith (Chairman), P. R. F. Carter, W. G. Saunders, M. Stager and the Secretary (H. W. Hine).

MINUTES.

Minutes of the last meeting were read and confirmed.

BUNGALOW.

The CHAIRMAN mentioned that Mr. C. B. Thomas had been instructed to submit estimates for repairs to this property.

SANITARY INSPECTION.

The CHAIRMAN stated that, in accordance with the notice dated 28th ult., the coolies' quarters of all compounds on the Concession had been visited by the Council's Inspectors and occupiers had been notified wherever conditions had not been found satisfactory.

A copy of a letter dated 7th inst. and signed by the Consul-General and Consuls of Portugal, the United States of America, Germany and Japan and addressed to H.B.M.'s Acting Consul General was read, in which, while expressing their willingness to assist the Municipal Council in carrying out sanitary measures, as notified under Bye-Law 24 of the Land Regulations, they request that, in view of the absolute inalienability of Consular premises, their permission should be obtained before such premises be entered by the Municipal Authorities for sanitary inspection. In a covering letter dated 8th inst. H.B.M.'s Acting Consul General requested the Council, pending a ruling from H.M.'s Minister in Peking, to accede to this request, as a matter of courtesy and in consideration of the official positions which these Consuls hold in Shanghai.

After discussion, in course of which the Chairman explained that, in his opinion, the Council were bound to adhere strictly to the provisions of the Land Regulations and that, were the foreign Consuls' request acceded to, Municipal control, not only over property of foreign Consuls de carrière but of all Merchant Consuls and other alien residents of the Concession of Shanghai would be jeopardized, it was unanimously decided to reply to H.M.'s Acting Consul General, asking him to inform the Consuls concerned, that the Council was unable to accede to the request made and that, pending other instructions from H.B.M.'s Minister in Peking, the Council could not depart from the letter of the Land Regulations.

MEDICAL OFFICER.

Dr. Davenport's application for home leave was granted and Dr. Craig was appointed to fill the post during such absence.

SHIPPING NOTES.

The second of the three sister ships under construction for the Osaka Shosen Kaisha, has just been launched from the Kawasaki Dockyard at Kobe, and named the *Seattle-Maru*. The first, which was launched about a month ago, was named the *Tacoma-Maru* and the name of the one which is expected to be launched three months hence will be the *Chicago-Maru*. They are ships of 6,000 tons gross with a displacement of 11,500 tons. All three will be placed on the Tacoma run. Three more steamers have been ordered from the Mitsui Bishi Yard at Nagasaki.

Both the yards mentioned in the preceding paragraph have just been favoured with Admiralty orders; a 5,000 ton cruiser is to be built in each yard. The vessels are reported by the *Osaka Mainichi* to be cruisers designed to attain a very high speed, with a view to their being utilized as despatch vessels in time of war. This, adds our contemporary, will be a world's record, as no vessels of this size have hitherto been designed for such service.

The *Tacoma-Maru* developed on her recent trial trip a speed of more than 14 knots, carrying about 4,000 tons ballast. The *Osaka Jiji* states that next year there will be twelve Japanese steamers on the run between Puget Sound and Hongkong. In the event of an arrangement being made between the N.Y.K. and O.S.K. to dispatch a steamer once a week from each side between Hongkong and the United States, it will be possible for Japanese merchants to dispense with the service of foreign steamers. Such a union between the two companies, says the *Osaka paper*, is calculated to go a long way towards furthering the trade between Japan and the United States.

A special meeting of the shareholders of the Osaka Shosen Kaisha takes place this week to consider the question of security for the debentures, whose issue was approved by the general meeting held in January, 1906, as well as the question of the revision of the articles of association with a view to abolishing or changing the branches of the company. It will be recommended that they be reduced from 40 to 30. The following branch offices are to be opened: Koshi, Takahama and Taketa, while the following ones are to be closed: Ujina, Sakai, Atsuta, Tokushima, Mitsuhaman, Uwajima, Shanghai and Hankow.

The second attempt to sell the wreck of the steamer *Diambi*, which was sunk at Singapore, in collision with a French Mail steamer was not much more successful than the last. At the first auction the highest bid was \$300. Later another \$750 was made if it could be arranged that three months should be given for the removal of the vessel. Permission for this period was granted by the Master Attendant and the ship was accordingly put up again. There was again no eagerness shown to bid, but eventually an offer of \$750 was received and no one bettering this the wreck and gear were knocked down at that figure to Messrs. Low, Hoan Tiang and See Cheng Ann, the latter of Tanjong Pagar. This ship cost \$75,000 when new. She now lies at a spot at the East end of Tanjong Pagar, and which she was removed some weeks ago, and she was offered for sale complete, with whatever cargo there might be in her and with whatever deck fittings have been stored for safe keeping.

Sir Pelham Warren, H.B.M. Consul-General at Shanghai, attended at the rooms of the Marconi Marine Office Association last week for the purpose of handing to Mr. Peter Shearer, second officer of the *Osaka Shosen*, the Royal Humane Society's bronze medal and certificate, for saving the life of a Chinese quartermaster, who had fallen overboard at Wuhu. Before the boat that was launched could pick them up Mr. Shearer and his charge had drifted a mile away from the Hangchow. Mr. Shearer in returning his thanks, said that he thought the act had been magnified. It was only what any other British sailor would have done in the circumstances.

There was some trouble with the crew of the *Osaka Shosen* on her last trip from San Francisco. A stoker deserted while the ship was moored at San Francisco. He was, however, chased and overtaken by a policeman, and a desperate fight ensued, in which the former inflicted injuries on the policeman with a knife. Thereupon the policeman drew a revolver and shot the man dead. The communication further states that six members of the crew of the liner deserted the ship in Honolulu and San Francisco.

The *Minnesota* has been fitted with a wireless telegraph apparatus, and according to the American papers it will be "the most powerful set of wireless telegraph instruments ever placed on any steamer in the world."

The *Shipping Gazette* publishes a telegram which it has received from the Hamburg-American Line offices at Hamburg stating that reports as to a contemplated amalgamation with the Norddeutscher Lloyd Company are absolutely unfounded.

The statement is published that the Russian Government intends to extend its mail service to Hongkong and eventually to develop Russian commerce up the West River. Hitherto says the report, the Russian Imperial Mail steamers to the Far East did not call at Hongkong. Now, owing to many enquiries from Odessa merchants, it is the intention of the Russian Government to include Hongkong among the ports of call in the Far East.

INTERESTING FORTUNE TELLING CASE.

DEFENDANT UNDER CROSS-EXAMINATION.

Before Mr. F. A. Hazeland at the Magistrate's Court yesterday afternoon, the hearing was continued of the case in which a fortune teller was charged with obtaining by a false pretence jewellery to the value of \$3,045.

Mr. Leo d'Almeida e Castro (of Messrs. Goldring, Barlow and Morrell) prosecuted, and Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) represented the defendant.

Defendant recalled, was cross-examined by Mr. Almeida. He said that besides being a letter writer he was also a fortune teller. He came to Hongkong because of the State mourning in China. He was not allowed to wear a red button or silk there, consequently he found it very inconvenient and came to this British possession until the period of State mourning had expired. When he first started here he made from \$3 to \$8 a day. He did not persuade a good customer to call again so that he could make more money. When the complainant first visited him she asked him to explain certain divining papers. Defendant did not mention what his fee was. He did not notice that complainant wore a lot of jewellery, because he concentrated all his attention on the divining papers.

In the first interview with her did you notice that she had any particular liking for you?—No.

And in the second interview can you suggest any reason why she said you looked like Uncle No. 3?—She said so, but I did not recognise her.

Didn't she ask you to tell her fortune?—Yes, with regard to the mole on her face. She asked whether it was good or bad.

Did you not tell her that she would lose all she possessed in the world?—I did not.

Wasn't it at your suggestion that she took the jewellery to you?—No.

Can you suggest any reason why she should have taken the jewellery to you of her own free will?—Her husband had already expended \$10,000 on girls, and she was afraid he would go bankrupt, and that she would get nothing to eat.

And you considered she had an extraordinary affection for you?—No. Why should she like me?

Why should she ask you to take charge of her jewellery?—Because she was alone in the world.

When she brought the jewellery together with other things, you thought she was going to give it to you, didn't you?—I dare not accept it, because I could not keep unaccountable things in my house. When I found she had left jewellery with me I sent it back at once.

If you did not think it was a present why did you open the parcel?—I was told it contained eatables. There seemed to be opium inside.

Why did you tell the police the jewellery was a present?—Because when it was given me, I was told it was a present. On the same night I was arrested as a thief.

You said the complainant asked you to take her to Macao and live there?—Yes.

Why?—For three reasons. Firstly, she wished me to find her parents; secondly, if I was really her uncle No. 3 she would accompany me back to the country to buy property; and thirdly, since the *hit fat* knew she had given birth to a son she (the complainant) had not spent a comfortable day.

You know perfectly well you were not the third uncle?—I have got such a niece.

When she first suggested that you were uncle No. 3 why didn't you act in an honest way and say you were not?—I persuaded her. I said it was hard to say whether I was or not.

Were you going to Macao to live as man and wife?—No, as uncle and niece.

You agreed to?—No, I did not wish to go.

During your absence in Macao you said your wife took the jewellery and ran away?—I said the complainant gave the jewellery to my wife to run away with.

Why did you say that?—Because the small told me in the hotel at Macao.

I put it to you that you asked the complainant to bring this jewellery, and told her you would charm the case so that she would not be robbed of it?—I did not say that.

Leung San, defendant's second wife, said the complainant had called frequently at her house, and had sent presents of eatables. These were sent when defendant was recognized as complainant's godfather. On the defendant's birthday the complainant and her amah called to present their compliments to him. Witness went out to purchase macaroni, and then they all dined together.

Did you ever see your husband practising fortune telling?—No.

Or worshipping?—No. It's nothing to do with me.

Did you ever see the defendant's first wife and the complainant talking?—Yes.

Do you know where your husband's first wife now is?—No.

Have you had trouble with your husband with reference to the complainant and the small?—Yes, I scolded him.

Why?—Because they came too often, and I didn't like it.

Cross-examined by Mr. Almeida:

Did your husband ever tell fortunes before?—No.

Have you ever been a fortune teller?—No.

And you know nothing about this case?—I know what I have said.

At this stage the case was adjourned until Wednesday at 11.30 a.m.

His Majesty King Leopold of the Belgium is reported to be contemplating a visit to China, travelling via Siberia.

LOCAL SPORT.

TENNIS MATCH AND DISTRIBUTION OF PRIZES.

The annual match between the Hongkong Club and the Ladies Recreation Club, twice postponed on account of the weather, was played yesterday afternoon on the courts of the Hongkong Cricket Club. The match attracted a large attendance, and the result was a win for the L.R.C. by 64 games to 44. The players were: Hongkong—Messrs. Anderson, T. A. Whyte, R.A., T. E. Pearce, P. H. Klimanek, G. E. Satterthwaite, and Capt. Brierley. L.R.C.—Messrs. H. Hancock, C. A. Carr, H. R. Phillips, Mr. B. Harris, H. S. Thompson, and Capt. Murray.

The scores are:

	HONGKONG CLUB.	L.R.C.
Carr and Hancock	10	Brierley and Satterthwaite 2
do	8	Klimanek and Pearce 4
do	7	Anderson and Whyte 5
Thompson and Murray	6	Brierley and Satterthwaite 5
do	7	Anderson and Whyte 5
do	3	Pearce and Klimanek 9
Harris and Phillips	7	Pearce and Klimanek 5
do	8	Brierley and Satterthwaite 4
do	6	Anderson and Whyte 5
	64	44

At the close the prizes won during the tournament were presented by Miss Rowe. Before that lady was called upon to perform her task Mr. F. Mainland congratulated the Ladies Recreation Club on their splendid win that afternoon and went on to remark that the tournament just finished had been successful in every way—in respect of the record entries, very fine games, and large attendance, especially of ladies whom they were always glad to see. Thanks were due to the sub-committee for their work and also to their courteous secretary, Mr. Lowe, for the manner in which the tournament had been run. He wished to congratulate Mr. Carr, who, starting from the back line, had won the singles handicap "A" class and who had again won the championship. They were disappointed that the match between Mr. Carr and Captain Brierley was not played but in the circumstances the committee could not do other than award the championship to Mr. Carr. They regretted that as they were sure that their meeting would have resulted in a very fine struggle. The military members were also to be congratulated inasmuch as they had carried away nearly half of the prizes which was a very high percentage considering the number of entries. He also congratulated Mr. Hickling who had also won the championship and in the request tournament, and at the close was presented with a floral souvenir of the occasion.

Mr. D. Bradwood, in the absence of the President of the Hongkong Cricket League, then presented the shield to Mr. Mainland on behalf of Hongkong "B" team. He commented on the fact that greater interest was being shown in cricket, and pointed out that there were nine clubs in the League this year, a number which would likely be increased to ten next season. The Buffs arrived too late to enter last season, but they would enter next season. He said that great credit was due to the secretary, Mr. Asger for his work on behalf of the League, and remarked that the shield was the visible reward of the winners, but the real reward was in playing the game.

The record of the winners was remarkable, as during the season they had played sixteen matches, won fifteen and lost one. They had not drawn a single game. They ran away at the commencement but later in the season they were menaced by the Civil Service, whom he wished to congratulate on their fine performance. In conclusion he said they wished to thank the members of the Hongkong Club for the increasing interest they had taken in long cricket, and asked Mr. Mainland to take possession of the shield.

Mr. Mainland did so and thanked Mr. Bradwood on behalf of the "B" team for his kind remarks. They would do, he said, all they could to help cricket in the colony and mentioned that they had sent invitations to Singapore and Shanghai to send teams here. In their selection of a team to meet them the Club had in view the representation of the colony and not merely of the club itself.

Cheers concluded the proceedings.

INTERPORT CRICKET.

Mr. B. N. Anderson, Hon. Secretary of the Shanghai Cricket Club, has received a letter from the Secretary of the Hongkong Cricket Club, inviting Shanghai to send down to Hongkong an interport cricket team early in November of this year. A similar invitation has been extended to the Straits Settlements, so that there is every prospect of a triangular contest taking place in Hongkong in the autumn. The last occasion on which Hongkong, Shanghai, and the Straits were opposed to each other in interport cricket was in the autumn of 1904 at Hongkong, when the Straits (126 and 232) beat Hongkong (155 and 110), Hongkong (275 and 109 for 6 wickets) defeated Shanghai (229 and 151), and the Straits (93 and 190) beat Shanghai (118 and 113).—N.C. Daily News.

A St. Petersburg correspondent says it appears certain that the Government will meet the demands of the Central "Rusland" manufacturers, who are asking for increased trade facilities in the way of lower tariffs, insurance, &c., on the routes serving the Far East. The abolition of free imports at Vladivostok is proving of incalculable value to industry in Central Russia, and if the Government acts as it is expected, it will mean that foreign goods will be practically shut out of the Far East.

THE CHINA ASSOCIATION.

ANNUAL MEETING OF THE SHANGHAI BRANCH.

The annual general meeting of the Shanghai Branch of the China Association was held on the 7th inst. Mr. F. Anderson presided, and from his address on the occasion we take the following extracts:—

PROVINCIAL CONTROL.

Perhaps the most striking development for the time being is the tendency to greater assertion of Provincial "rights" by the Provinces, at the expense of Central Control. The country has heard a great deal about Constitutional Government—it is evident that if the principle of representation is admitted, the local government will have a more direct share in the government of the country in the future than in the past; apparently they are not prepared to wait until the new system has been inaugurated, but feeling that they are even more than formerly, a power in the land, they are disposed to exert authority more and more in the direction of controlling Provincial affairs, and are inclined to regard many Public Works as local affairs, in which they are entitled to take a hand, even although the Central Government may be providing the funds out of foreign loans. The Provincial Administrations seem inclined to encourage this movement, in the absence of a united Government under a strong leader at Peking, and perhaps to this cause, as much as to any other, may be attributed the unsatisfactory control of railway funds; the mismanagement of the currency and the impediment thrown in the way of developing the mining resources of the country. There may be much to say in favour of local management of purely local affairs, there is certainly a great deal to say against too great or too sudden change in an old established and complicated system of Government like that built up in China; many of us would only be too glad to say "why not leave well alone," if we could only feel that there were no dangers ahead, but although it is disheartening to find it so difficult to get anything done, we believe that we are doing good work in quietly and temperately making representation to those in authority when we feel that British interests are likely to be affected by the course of events, and in saying British interests it would be difficult to point to an instance in which British interests conflict with the best interest of China, herself.

HANKOW-GANTOW RAILWAY.

Take for instance the most recent bone of contention—the friction arising out of the Hankow-Gantow Railway loan negotiations. Can any one who has the best interests of China at heart say, that in discouraging her from borrowing more foreign money, except under conditions which stipulate that the funds will be applied to the purpose for which they are borrowed, we are not acting in the part of real friends? We have seen cases in which part of the money borrowed for productive works has been diverted into non-productive channels, and with this experience in our minds we have tried to urge upon the Chinese Authorities that it is unwise, if not dangerous, to add indefinitely to their foreign obligations on these lines. Knowing that at current rates of exchange it costs China about 11s. 6d. to meet her foreign obligations, that under her present fiscal system her revenue is not elastic, that her currency has become disorganised and is in urgent need of reorganisation, and that it is a sound policy to make it easy for her to borrow money on a large scale, under conditions which encourage her to add to her liabilities without producing corresponding assets. We believe that China has ample resources to meet all her present indebtedness, but unless satisfactory reforms are seriously taken in hand a danger arises in which this country may find herself confronted with financial troubles at some great national crisis, and the temptation that it is interesting with China's "sovereign rights" is to hypothecate loans for special purposes seems to be quite misleading. No British financier has the slightest desire to interfere with China's sovereign rights; in the absence of constitutional Government, as understood in Western countries, he looks upon the loan agreement as an absolute contract, and he is anxious to see that the Chinese Government are able to adhere to it. There are two policies, one to lend China as much money as she likes to borrow, and care nothing about what becomes of it; the other to lead for definite specific purposes, under agreements that the funds will be spent only for these purposes. We feel that, with the divided control, which prevails in China the first policy may lead to financial trouble, which in turn may mean a political trouble of the most serious kind. The Chinese attitude of "sovereign rights" and second policy will enable her to develop and add to her resources, will strengthen her credit and help her to stand erect and firm in time of trouble.

INCREASE IN IMPORT DUTIES.

We understand that the Chinese Government has repeatedly called attention to Article 8 of the Macao Treaty and has asked that a meeting of the principal Powers concerned be convened for the purpose of seeing what steps can be taken to carry out the intention of the Treaty. The Chinese Government has been made in the matter, mainly because Article 8 is only one of many articles in that Treaty which have been allowed to remain in abeyance, and while it may be necessary to consider this question before long it can only be claimed in fairness that Article 8 hinges on other Articles. We have pointed out that it may prove to be quite illusory to rely on a great increase in import duty to produce the corresponding increase in revenue, if China and other levies, whether under a new name or not, are allowed to continue.

There is a point beyond which taxation tends to curtail consumption. If this happens under the proposed increase the volume of trade will be smaller, many means of employment will be taken away, life will become a harder struggle, and the Government will not recover in anything which it expects. If China is serious in wishing to replace it by some substitute, like without replacing it by some substitute, she has a very difficult task before her, as we do not desire to put obstacles in her way, as we know what great efforts will be necessary to bring about the fundamental changes stipulated for in the Macao Treaty. All these changes a whole would be for her own advantage, but perhaps as they constitute a "perfection" of the existing conditions, but we should all welcome evidence of a desire to make these changes.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creams, Charismatic, Lait Charmant and Special Skin Foods and Poudre Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

UNDERMANNING OF BRITISH SHIPS.

BOARD OF TRADE ACTION.

The Board of Trade has recently, by administrative action, taken an important step with the object of improving the manning of British vessels. It has often been a subject of complaint that many British steamers, particularly those of the collier class, engaged in the foreign trade habitually leave British ports with an insufficient number of deck hands to maintain efficient watches to and from the United Kingdom. These complaints, though often urged by seamen and their Trade Union representatives on very flimsy grounds, have nevertheless on occasion been amply supported by officially ascertained facts, and cases might be mentioned where an insufficient or an inefficient watch has contributed indirectly to disaster. It of course remains to be seen to what extent the action now taken by the Board of Trade will succeed in securing for all British vessels crews which shall be ample for all purposes, but thoroughly administered, the instructions which have been transmitted to the Superintendents of the Board of Trade (Mercantile Marine Department) are fully capable of achieving this result, for they strike at the root of the evil and are clear and unmistakable in their intention. The old manning clause read as follows:—

"Foreign-going steamers of over 200ft. in length or not less than 700 tons gross when proceeding to sea should have, in addition to the master and two mates, an efficient number of deck hands available for division into two watches so as to provide a minimum effective watch, viz., a competent hand at the wheel, a look-out man, and an additional hand on deck available for any purpose."

The obvious purpose of the clause was to secure a minimum of three hands for each watch in addition to the officer on the bridge, but in actual usage this minimum provision became the standard practice, and the rule with captains commanding colliers of over 200ft. in length and 700 tons gross register was to employ six deck hands. There were exceptions to the rule, but no scale of employment existed regulating the number of deck hands in accordance with the size of the ship, and many instances might be given of vessels of over 5,000 tons and 6,000 tons gross register carrying the same number of deck hands as vessels of half the size and deadweight capacity. Then, again, the original clause imposed no obligation as to the qualification or status for watch duties of all the men employed, and not infrequently an apprentice or an ordinary seaman going out to sea for the first time has been engaged among those who were to "provide a minimum effective watch." Now, in the new Order this clause is reproduced, but with the very important difference that the word "efficient" has been inserted, so that the new reading of the most essential part of the clause provides for a sufficient number of efficient deckhands. It is hardly necessary to point out that in so far as the clause deals with the qualification or status of the persons engaged the insertion of the word "efficient" gives it a force it has never possessed, but it is perhaps desirable to state that no person can be regarded as an A.B. who has not been three years at sea. The new Order does not give a statutory definition of "efficient." All responsibility for its interpretation and enforcement is thrown on the Mercantile Marine Superintendents and Surveyors to the Board of Trade, but they may be relied upon to enforce the spirit if not always the letter of the Order. Yet this is not all that the Order does. Two new instructions are given, providing for a regulation of deck hands in accordance with the size and carrying capacity of the ship. They are as follows:—

(1) Foreign-going steamships of over 2,500 tons gross or of more than 320ft. in length should have, independently of the master and two mates, not less than eight efficient deck hands.

(2) Foreign-going steamships of over 5,500 tons gross or of more than 420ft. in length should have, independently of the master and two mates, not less than 10 efficient deck hands.

So that the new minimum manning scale may thus be tabulated:—

Gross Tonnage.	Length.	Deck Hands.
700 tons up to 2,500 tons, 20 ft. up to 320ft. 6		
2,500 tons up to 5,500 tons, 320ft. up to 420ft. 8		
Over 5,500 tons, over 420ft. 10		

This scale, in addition to an officer on the bridge, a competent hand at the wheel, a look-out man, will secure for each steamship one additional efficient hand on steamships up to 2,500 tons gross or of less than 320ft. in length, one additional efficient hand on steamships of from 2,500 to 5,500 tons gross or of more than 320ft. in length, and three additional efficient hands on steamships of over 5,500 tons gross register. Of course ship-owners may employ even more additional hands, but this scale establishes a minimum number of deck hands proportionate to the size and deadweight capacity of the steamship, and though it may not lead to any great increase in the number of persons actually engaged, it is certainly calculated to improve towards the greater safety of life and property at sea. The Cardiff Shipowners' Association has complained to the Board of Trade that it was not consulted before the changes were decided upon, but it should be stated that the action taken by the Board of Trade had previously been recommended by the Merchant Shipping Advisory Committee, which the shipowners of the country are represented.

\$2,000,000 MESSAGE TO MARS.

ASTRONOMER HOPES TO ARRANGE A CODE.

Mr. W. H. Pickering, the assistant director of Harvard Observatory, reports that a gigantic effort to communicate with the inhabitants of the planet Mars is to be made. The apparatus, which will cost \$2,000,000, should be ready in July, when Mars will be five million miles nearer the earth than ever before. Mr. Pickering says:—

"A series of mirrors covering a quarter of a square mile will be arranged to present a single reflecting surface towards Mars. The mirrors will be all attached to a single axis parallel to the earth's axis, and will be run by motors to make a complete revolution in twenty-four hours. The light thus reflected could not be distinguished by the naked eye from Mars, but the 600 mirrors by using telescopes could discern them as a small point of light on the earth's surface. Supposing with such a signal operating we began a series of flashes, cutting off the sun's rays for an instant, and then throwing on the reflection, and repeating at irregular intervals following the telegraphic code of dots and dashes, I do not doubt that there are intelligent people on Mars the light would immediately attract their attention, and would lead eventually to an answering signal."

"Once we received such an answer it would be comparatively easy to establish a code and transmit messages."

WEEPING ECZEMA TWENTY YEARS

Never Without Irritation—Was Told He Could Not be Cured—At One Time Pain and Burning Barred Sleep—Could Hardly Walk and was Becoming Quite Weak.

ECONOMICALLY CURED BY CUTICURA REMEDIES

"It is now nearly twenty years since I was first attacked with weeping eczema on the leg, just above the ankle, which the doctors informed me I should never get rid of. During that time I have never known what it is to be without irritation. The last attack was lasted for nearly three months was the worst of all. I could get no ease or sleep at night through the agony. I underwent treatment by a doctor who could get no relief, so left off going. The pain was so intense toward night that I could scarcely walk home and the burning sensation which was so long and sleep. I began to feel quite weak for want of proper rest."

"My daughter mentioned a case of a man who had an attack of eczema on the chest and arms and afterwards a lot with doctors, etc., was perfectly cured after using Cuticura Soap, Ointment and Remedies. So I sent for a set (consisting of Cuticura Soap, Ointment and Remedies) and after using them the first time I had a good night's sleep, and from that time have entirely lost the pain. The sores healed up and I continued the Cuticura Ointment for about a fortnight, and then I discontinued the Cuticura Pills nightly till the bottle was emptied and the eczema has entirely disappeared. I have at least two times since of the Ointment left. I can from personal experience recommend the Cuticura Remedies as an economical and effective treatment."

"My wife has also used the Cuticura Soap and Ointment for chafing and two applications have entirely cured her. I cannot speak too highly of the Cuticura Remedies and shall not be without them in the house. S. O. Markwick, 90, Albert Rd., Leyton, London, N. E., England, June 16 and July 6, 1908."

THE UNWRITTEN LAW.

HUSBAND EXONERATED FOR SHOOTING HIS WIFE.

Crowds filled the Criminal Court at Saigon on April 22, when (eleven) Massol, an engineer, a native of Marseilles, was placed in the dock on the charge of murdering his wife on board the mail steamer *Salatis*. The facts brought out, as stated in Saigon papers, showed that in January last, Massol left Marseilles for Saigon with a wife, who was only 20 years of age, and a baby three months old. The wife, a naval officer's daughter, came on board, and took down the cabin next to that of the Massol family. Soon the passengers noticed that he was paying attention to the young woman, but the doctor asserted that up to reaching Singapore, his relations with her went no further than squeezing her hands at a chance meeting in a passage. On the day before reaching Singapore, he happened to see her as he was going into his cabin. They both smiled, and he went and came to meet him. The next day, on leaving Singapore, he was on going to his cabin, met her at a stairway. She greeted him, and shortly afterwards he saw her entering his cabin.

DETAILS OF THE TRAGEDY.

At that hour, the husband went to his cabin to change, and at the door he heard his wife's voice in the doctor's cabin. He moved towards it, and saw his wife leaving the cabin in a suspicious manner and going in the opposite direction. The husband rushed into the doctor's cabin, and spoke sharply to him. He then rushed out to find his wife, and found her in a chair on the bridge, with the baby in her arms. At his call she followed him to their cabin, after giving the baby to the ayah. Husband and wife met in the cabin with the door closed. He made accusations against her which she at first denied, but afterwards admitted the truth of some of the allegations. Upon hearing this the husband lost control of himself, and seized a revolver. His first thought was to shoot the doctor, who had meanwhile taken refuge in a friend's cabin. Unable to find him he returned to his cabin.

THE FATAL SHOTS.

He reproached his wife who commenced to utter mournful cries. Then came the report of a pistol. The wife, wounded in one shoulder, opened the door, and ran out, but fainted and fell. The husband came near and fired four shots into her head with a revolver. The husband then made another fruitless search for his wife, made into the husband's chamber. Enquiries made into the husband's chamber showed that he is kind-hearted, good-tempered, genial, hardworking, and trustworthy. It came out at the trial that the husband, on his marriage, knew that his wife had not led a blameless life. The judge censured the accused for not looking after the deceased and for allowing her too much liberty. Another point made by the judge was that the wife neglected her baby on board.

The husband wept freely when questioned about the details of the crime. His counsel pleaded for him on the ground of gross provocation, and argued that the crime was not done with malice aforethought, but was committed on the spur of the moment, and in the blindness of rage.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Nanur* left Singapore for this port on the 11th inst. at 5.30 p.m., and is due here on the 16th inst. at about 4 p.m. The P. & O. str. *Scotia* left Singapore for this port on the 11th inst. at 5.30 p.m., and is due here on the 16th inst. at about 5 p.m. The P.M. str. *Korea* arrived at San Francisco on the 10th inst. The T.K.K. str. *Osaka Maru* from San Francisco, is due to arrive at Hongkong tomorrow a.m. The Swedish str. *Nippon* left Singapore on the 12th inst., and may be expected here on or about the 18th inst. The Bank Line str. *Kumetic* arrived at Victoria B.C. on the 10th inst. The str. *Saint Patrick* is due at Hongkong from New York on Sunday next.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Bindings, etc., should be addressed DAILY PRESS, only, and special business matter must be clearly marked.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C.
5th Ed. Teller's
P.O. Box 33, Telephone No. 12.

NEW ADVERTISEMENTS

LOST

ON TUESDAY, the 11th May, Robinson Road near Glenlynn a YOUNG WHITE FOX TERRIER BITCH, Dark brown Ears, 2 Black Spots, answering to the name of NELLIE. Reward \$25, if returned to REUTHER, BROCKELMANN & Co., Prince's Building, 2nd floor.
Hongkong, 13th May, 1909. [730]

NOTICE

THE SALE OF OLD CHINESE CURIOS, advertised to take place on SATURDAY, the 15th instant, by the undersigned at their Sales Rooms in Ice House Street is POSTPONED and a quantity of BLACKWOOD FURNITURE, one PORCELAIN INLAID BLACKWOOD SUREEN, a few SILVER CRUETS, SILVER BOWLS, &c., one APOLLO PIANOFORTE with Selections and a few pieces of OLD CHINESE PORCELAIN will be sold by Public Auction in its place.

(Particulars from Catalogue).
Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th May, 1909. [731]

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On TUESDAY, the 18th May, 1909, at 11 A.M., at The Hongkong and Kowloon Wharf and Godown Company's Godowns, Kowloon, ex S.S. "SCANDIA,"

767 Bales PAPER, 203 Bales CELLULOSE, 40 Bales FIBRE, 25 Bales WOOLLEN YARN.
(All more or less damaged by Sea Water).
Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th May, 1909. [732]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where consignments will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Mooltan,"
From Australia ex s.s. "Mongolia,"
From Calcutta, ex s.s. "Siella,"
From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to re-shipment.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 12th May, 1909. [1]

PUBLIC COMPANIES

NOTICE

THE CHINESE ENGINEERING & MINING CO., LTD.

A NINTERIM DIVIDEND of One Shilling and Sixpence per Share free of tax on account of year ending 28th February, 1909, has been declared by the Directors of the above Company. Coupon No. 12 is Payable on 1st May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE,
Agent.
Hongkong, 1st May, 1909. [687]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 2915, for Ten Shares numbered 1914/19150 inclusive, fully paid up, standing in the Register in the name of AUGUSTUS PIERRE MARTY, deceased, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 27th May, 1909, a new Certificate for the said shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 28th April, 1909. [669]

TIME FLIES!

SO DOES YOUR OPPORTUNITY.
We have now only a few left of

THE CELEBRATED

W. B. CORSETS

UNIFORM AND ERECT FORM.
Most Popular in the World and worn by the leading Society Ladies of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALI & Co.
Hongkong, 3rd May, 1909. [41]

INTIMATIONS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public sale or private sale as may be thought fit.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

3. Receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

4. The Farms, above referred to, are:—

BRITISH NORTH BORNEO—OPIMUM, SPIRIT, GAMBLING and PAPERWORKING, as follows:—

(a) In one concession for the whole State.

(b) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN District—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(iv) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawas Northern watershed.

5. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself, to accept the highest of any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, Sandakan, or of Messrs. GUTHRIE & Co. at Singapore, or of Messrs. GUTHRIE & Co. at Hongkong.

The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(f) The total rates for Chanda fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil	...	\$ 2.40
" 300 "	...	0.15
" 300 "	...	0.12
" 300 "	...	0.09
" 300 "	...	0.06

(g) The Opium Farmer is responsible for seeing that Chanda is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chanda and Spirits.

(h) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chanda prepared by them, and to any vessel containing Spirits for sale.

(i) As soon as the new Farmers have been appointed by the Government, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(j) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(k) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Paper Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909. [695]

AUCTIONS

SALE POSTPONED.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A VERY RARE AND SUPERB COLLECTION OF OLD CHINESE CURIOS.

Comprising:—

IMPERIAL YELLOW DRAGON VASES, JARS, Chat Sing Nean Stone HORSES ON CARVED WOOD STANDS

and GLASS COVER, One Mi Yan Isow BIG PEACH BLUE BOWL with STAND

500 years old, 1 Ming Dynasty CREAM JAR 500 years old, 1 Pair Ming Dynasty MAN-DAIN JADESTONE WINE CUPS

500 years old, Ka Hing BLUE VASE IN-LAID with GOLD FLOWERS 150 years old,

1 Pair Imperial Kiung Lung YELLOW BOWLS 300 years old, 1 Kiung Lung BOWLS with STAND, very rare and old

very old Kiung Lung JAR with PICTURE ENGRAVINGS, with STAND 350 years old, CARVED IVORY and BLACKWOOD ELEPHANTS, 3 SINGING BIRDS with INLAID GOLD CAGE and GLASS COVER, a quantity of CARVED BLACKWOOD WARE SILVER CUPS, BOWLS, CRUETS, STANDS, MENU and FLOWER STANDS, DISHES, KNIVES, FORKS, &c., &c., &c.

Also

A Quantity of Scientific Books and Magazines, AND

One APOLLO PIANO PLAYER with 24 Selections.

Catalogues will be issued.

Terms:—As Usual.

7-7-7-7—Such a valuable collection has never been offered to the Public before.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th May, 1909. [725]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Official Liquidator, H. PERCY SMITH, Esq., Chartered Accountant, to Sell by Public Auction, On WEDNESDAY, the 26th May, 1909, commencing at 11 A.M., on the premises,

"THE IMPERIAL BREWERY," Situated in Wong-Nai-Chong Valley, AS A GOING CONCERN,

In One Lot.

If the Property is not sold in one lot the PLANT, MACHINERY, GEAR, STOCK, &c., &c., will be sold in separate lots to suit purchasers.

For full particulars apply to Messrs. BRITTON & HETT, Solicitors,

Messrs. HASTINGS & HASTINGS, Solicitors,

Mr. H. PERCY SMITH, Chartered Accountant,

or Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 12th May, 1909. [728]

SUTTON'S SEEDS.

Special Selections for South China.

CHINA EXPRESS CO., 3, Duddell Street, Hongkong, Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

BOARD AND RESIDENCE.

WANTED: A Good Bed-Sitting ROOM (higher levels preferable), Board Optional, but verandah with view of harbour essential. Apply giving full particulars to—

Care of "Daily Press" Office.
Hongkong, 24th April, 1909. [658]

TO LET

"FAIR VIEW" No. 1, Robinson Road, containing SIX ROOMS and Several Small Rooms and Large Outhouses.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 1st May, 1909. [553]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five Rooms House, Electric Lights and Taps.

A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Voeux Road, Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 3, MORRISON HILL Entry about 100 ft. proximo.

Apply to—Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, 12th May, 1909. [727]

TO LET.

NO. 24, WYNDHAM STREET, containing 4 ROOMS.

Apply to—E. A. & C. F. CARVALHO, 14, Arbuthnot Road, Hongkong, 5th May, 1909. [707]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply to—T. B. L., Care of "Daily Press" Office, Hongkong, 11th May, 1909. [723]

TO LET.

LARGE OFFICE ROOM, on 2nd Floor of Prince's Building.

Moderate Rent. Apply to—Care of "Daily Press" Office, Hongkong, 5th May, 1909. [706]

TO LET.

NO. 2, OLD BAILEY. Immediate Possession.

Apply to—ARRATON V. APCAR & Co., 14, Des Voeux Road, Hongkong, 8th May, 1909. [717]

TO LET

NO. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.

NO. 1A, WYNDHAM STREET (suitable for Office and Godown).

NO. 2A, D'AGUILAR STREET (suitable for Office and Godown).

All of which are at present occupied by Weissmann Ltd. For Particulars, etc., Apply to—YEE SANG FAT & Co., 34, Queen's Road Central (489)

Hongkong, 19th March, 1909.

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st May, 1909. [98]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

NEW FIVE ROOMED HOUSES in Shirley Street.

THE EYELE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSIDE No. 71, Peak Unfurnished from 1st May, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street, BEILIOS TERRACE HOUSES, ROBINSON ROAD.

FOR SALE—FOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINSTED & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 22nd April, 1909. [100]

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing

6 Large Rooms each. Can be let together or separately.

Apply to—Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central, Hongkong, 23rd February, 1909. [213]

TO LET.

FOUR AND FIVE ROOMED HOUSES at Kowloon.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Manions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—HUMPHREYS-ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 24th March, 1909. [547]

TO LET.

SHOP AND DWELLING HOUSE, No. 78, Queen's Road Central.

Apply to—S. J. DAVID & Co., Prince's Buildings, Hongkong, 25th March, 1909. [518]

TO LET.

FOR COAL, TIMBER, &c.

TO BE LET: A Portion of MARINE LOT NO. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE: Portions of MARINE LOTS Nos. 31 & 36 at PRATA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars apply to—GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [96]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply to—CHATEL & MODY, Victoria Buildings, Hongkong, 1st February, 1909. [264]

TO LET.

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 48, YAMAT, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS-ESTATE AND FINANCE CO., LTD., Hongkong, 18th January, 1909. [103]

TO LET—FURNISHED.

"FUNG-SHUI" THE PEAK To be Let Furnished for 8 months or longer.

Apply to—JOHNSON, STOKER & MASTER, Solicitors, 8, Des Voeux Road Central, Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nei Chong Road.

OFFICES To Let, No. 2, Connaught Road, 5th Floor.

No. 10, DES VOEUX ROAD CENTRAL, 6th Floor.

GODOWNS in PRATA EAST. BLUE BUILDINGS and No. 16B, Des Voeux Road part to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st May, 1909. [97]

TO LET.

A T THE PEAK, HOUSE in STEWART TERRACE, Furnished or Unfurnished.

Apply to—H. E. POLLOCK, 18, Bank Building, Hongkong, 20th March, 1909. [494]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
RESERVE FUNDS ... 1,125,000
PAID-UP ... 562,000
RESERVE FUND ... 250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOS

SHIPPING.

ARRIVALS.

ANHEU, British str., 1,350, J. Meethol, 12th May—Shanghai 9th May, General—Butterfield & Swire.

DAIJIN MARU, Japanese str., 980, F. Kaburaki, 12th May—Tientsin, Amoy & Swatow 11th May, General—Owaka Shosen Kaisha.

GENTILHAY, Russian cruiser, 3,120, Viazemsky, 12th May—Shanghai 12th May.

HAITAN, British str., 1,133, J. S. Roach, 12th May—Swatow 11th May, General—Douglas, Leprie & Co.

HONG SHUN, Chinese str., 908, Markussen, 12th May—Chinkiang 7th May—Wallen & Co.

KIANG PING, Chinese str., 1,222, Udden, 12th May—Chinkiang 7th May, General—Chinese.

KENNEBEC, British str., 3,301, C. R. Beynon, 12th May—Swatow 11th May, Ballant—Order.

LAURENCE, British str., 1,340, Frempton, 12th May—Saigon 8th May, Rice, Meal and General—Chinese.

LOONGSANG, British str., 1,029, Kennedy, 12th May—Manila 10th May, General—Jardine, Matheson & Co.

OCEANA, British str., 3,507, T. H. Hild, R.M.S., 12th May—Bombay 27th April, Mail and General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 12th May.

Anhe, British str., for Canton.

Draif, Norwegian str., for Shanghai.

Kiao Ping, Chinese str., for Canton.

Solo, Norwegian str., for Kobe.

Secta, German str., for Amoy.

DEPARTURES.

12th May.

BINH THUAN, French str., for Saigon.

C. DIEDERICHSEN, German str., for Haiphong.

FAUSANG, British str., for Saigon.

HALUN, British str., for Swatow.

HAKATA MARU, Japanese str., for Singapore.

HONG SHUN, Chinese str., for Canton.

L. SCHREIB, German str., for Chinkiang.

NIKKO MARU, Japanese str., for Nagasaki.

NUNAMIA, German str., for Moji.

OEKARA, British str., for Shanghai.

SENGSANG, German str., for Shanghai.

SOSU MARU, British str., for Swatow.

ULV, Norwegian str., for Bangkok.

SHIPPING REPORTS.

The British str. *Laertes* reports: Light Easterly winds, fine weather and smooth sea.

VESSELS IN DOCK.

May 12th.

ARRIVED DOCK.—*Prometheus*, 12th May.

COSSMOBOLIT DOCK.—

TAIKOO DOCK.—*Taiquan*, *Linan*, *Tanwei*, *Shantung*, *Tyikini*, *Maple Leaf*, U.S.A. *Elmer*, U.S.A. *Samar*.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

Capt. "LIGHTNING" the above 700 tons, will be despatched for at Noon instead of 10 A.M., the 13th inst. For Freight or Passage, apply to DAVID SASSOON & Co., Agents, Hongkong, 12th May, 1909. [698]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRITISH to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Captain Berggren, will be despatched as above on or about 25th inst. This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Princess Buildings, Hongkong, 6th May, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on WEDNESDAY, 26th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 10th May, 1909. [721]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	DREHA	Brit. str.	1	B. W. H. Snow	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP	PERA	Brit. str.	1	W. W. Cooke, R.M.S.	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	GLENLOGAN	Brit. str.	1	McGregor	McGREGOR BROS. & GOW	On 25th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	HELIGRAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	About end of May.
HAYRE & BREMEN & HAMBURG, &c.	SILBIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 20th inst.
HAYRE & HAMBURG vi. STRAITS, &c.	SENKAMBA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 17th June.
MARSEILLES, HAYRE & COPENHAGEN, &c.	CANTON	Swed. str.	1	Seller	MELCHERS & Co.	Middle of June.
MARSEILLES, &c., via PORTS OF CALL.	OCEANIAN	Fr. str.	1	S. J. G. Parsons	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YTO MARU	Jap. str.	k.w.	Solmer	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WARASA MARU	Jap. str.	1	N. Nielsen	HAMBURG-AMERICA LINE	On 8th June.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	KITANO MARU	Jap. str.	1	F. F. Cope	NIPPON YUSEN KAISHA	On 9th June, at D'light
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	KOSKONG MARU	Jap. str.	1	G. Meinen	TOYO KISEN KAISHA	About 2nd June.
NAPLES, GENOA, AGENS, GIBRALTAR, &c.	DERFFLINGER	Ger. str.	1	Berggullan	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
TRINIDAD, &c., via SINGAPORE, &c.	CHINA	Brit. str.	2	T. Harrison	CANADIAN PACIFIC R. CO.	On 22nd inst., at 6 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1	M. Higgins	NIPPON YUSEN KAISHA	On 8th June, at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TOGA MARU	Jap. str.	1	W. Shotton	CANADIAN PACIFIC R. CO.	On 14th July, at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	KAGA MARU	Jap. str.	1	T. Sekine	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	STYRISC	Jap. str.	1	L. Dawson	DODWELL & Co., Ltd.	On 3rd June.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	TAITANI	Brit. str.	1	G. Gathmann	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	1	St. John George	BUTTERFIELD & SWIRE	On 21st inst., at 10 A.M.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Brit. str.	1	M. Yagi	MELCHERS & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	1	F. Leke	GIBB, LIVINGSTON & Co.	On 11th June, at Noon.
YOKOHAMA & KOBE	BINGO MARU	Jap. str.	1	Christiansen	MELCHERS & Co.	About 28th inst.
YOKOHAMA & KOBE	AMARA	Jap. str.	1	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, P.M.
YOKOHAMA & KOBE	KAMO MARU	Jap. str.	1	N. Matheson	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	KUNANO MARU	Jap. str.	1	Jurisdane	NIPPON YUSEN KAISHA	On 21st inst., P.M.
NAGASAKI, KOBE & YOKOHAMA	KWANTAN	Brit. str.	1	Dowson	NIPPON YUSEN KAISHA	On 8th June, at Noon.
JAPAN	CHINSHING	Brit. str.	1	F. Mooney	JAVA-CHINA-JAPAN LINE	Quick despatch.
NEWCHWANG	CHINSHING	Brit. str.	1	G. Hooker	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
TIENSIN via CHEFOO	SHANTUNG	Brit. str.	1	J. Robinson	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
CHEFOO & TIENSIN	CHINSHING	Brit. str.	1	T. Suruga	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHINSHING	Brit. str.	1	Eckhorn	HAMBURG-AMERICA LINE	To-morrow, at 10 A.M.
SHANGHAI YOKOHAMA & KOBE	SENKAMBA	Ger. str.	k.w.	H. G. Walker	MELCHERS & Co.	Middle of May.
SHANGHAI YOKOHAMA & KOBE	NIPPON	Brit. str.	1	Fraser	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	WINGANG	Brit. str.	1	Bradley	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI YOKOHAMA & KOBE	YINGCHOW	Brit. str.	1	C. Dewers	BUTTERFIELD & SWIRE	On 18th inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	ANHEU	Brit. str.	k.w.	H. W. Keurich, R.M.S.	HAMBURG-AMERICA LINE	About 18th inst.
SHANGHAI YOKOHAMA & KOBE	KUBANG	Ger. str.	1	X. Mooker	P. & O. S. N. Co.	On 20th inst., at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	LUTOW	Ger. str.	1	F. Kaboraki	BUTTERFIELD & SWIRE	On 23rd inst., at D'light
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	de Brouwers	BUTTERFIELD & SWIRE	On 24th inst., P.M.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	J. S. Roach	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	Hodgins	OKAKA SHOSHEN KAISHA	Quick despatch.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	S. J. Payne	JAVA-CHINA-JAPAN LINE	To-morrow, at 1 P.M.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	R. W. Almond	DOUGLAS LAFRAIR & Co.	On 18th inst., at 1 P.M.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	A. W. Outbridge	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	P. H. Bolle	SHEWAN, TOMES & Co.	On 18th inst., at 3 P.M.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	G. H. Fennell	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	G. H. Fennell	BUTTERFIELD & SWIRE	On 15th inst., at D'light
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	F. Semblil	MELCHERS & Co.	Beginning of June.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	W. A. Evans	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 3 P.M.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	A. E. Gent	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	CHINSHING	Brit. str.	1	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. MEINERS	Wed. day, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUTOW" Capt. C. DEWEES	About Wed. day, 19th May.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. GATHMANN	Friday, 21st May, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISERN	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 6th May, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 3rd April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. X.	On 24th May, P.M.
MARSEILLES via PORTS	"OCEANIAN" Capt. Bellier	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Langella	On 7th June, P.M.
MARSEILLES via PORTS	"POLYNESIE" Capt. Roca	On 8th June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMEMORIN, AGENT, Queen's Building.

Hongkong, 12th May, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John or Quebec.
"EMPRESS OF INDIA" Sat., 22nd May.	"EMPRESS OF BRITAIN" Fri., 18th June.
"EMPRESS OF JAPAN" Sat., 12th June.	"ALLAN LINER" Fri., 24th July.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed., 14th July.	
"EMPRESS OF INDIA" Sat., 24th July.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71 10s. Intercontinental (Steamers) £43

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

"M.E. MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fray, opposite Blake Pier.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain E. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 15th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ASABIA" due in London on the 25th June, 1909. Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 3rd May, 1909. [1]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENLOGAN," Captain McGregor, will be despatched as above on TUESDAY, the 25th May, 1909. For Freight or passage apply to McGREGOR BROS. & GOW, Hongkong, 28th April, 1909. [671]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DOWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898. [9]



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 96
Width of Entrance on Bottom... 88
Water on Blocks at Spring Tide 34

DOCK No. 1.
Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 64

DOCK No. 2.
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.), specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [908]

Cutler, Palmer & Co.'s.



SHIPPERS Cutler, Palmer & Co., London.

AGENTS SIEMSEN & CO., HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS DELTA	Noon, 15th	See Special of Call
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	May	Advertisement
SHANGHAI, NAGASAKI, NAMUR (MOJI, KOBE and YOKOHAMA)	About 19th	Freight only
	May	Passage

For further Particulars, apply to
HONGKONG, 11th May, 1909.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 13th May, 4 P.M.
MANILA	"TAIYUAN"	On 14th May, 4 P.M.
CEBU and LOILO	"SUNGKANG"	On 15th May, 4 P.M.
SHANGHAI	"ANHUI"	On 16th May, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 16th May, 4 P.M.
CHINKIANG	"SHANTUNG"	On 16th May, 4 P.M.
MANILA	"PEAN"	On 18th May, 3 P.M.
CHEFOO and TIENTSIN	"KUEICHO"	On 18th May, 3 P.M.
SHANGHAI	"CHINHUA"	On 20th May, 4 P.M.
NEWCHWANG	"KWEIYANG"	On 21st May, 4 P.M.
SHANGHAI	"CHENAN"	On 23rd May, 4 P.M.
MANILA	"TAMING"	On 25th May, 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wootung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOI & FOOCHOW	"CHOSHUN MARU"	FRIDAY, 14th May, at 10 A.M.
TAMSIU VIA SWATOW, AMOI & FOOCHOW	"DALIN MARU"	SUNDAY, 16th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 14th May, 4 P.M.
SHANGHAI	"WINGSANG"	Saturday, 15th May, Noon
TIENTSIN VIA CHEFOO	"CHIPSANG"	Monday, 17th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 18th May, 3 P.M.
KOBE	"AMARA"	Tuesday, 18th May, 3 P.M.
SEHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 19th May, Noon
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 21st May, Noon
MANILA	"YUEBSANG"	Friday, 21st May, 4 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HATTAN"	SWATOW, AMOI & FOOCHOW	FRIDAY, 14th May, at 1 P.M.
"HATTANG"	SWATOW, AMOI & FOOCHOW	TUESDAY, 18th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

HONGKONG, 13th May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.
Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAYRE, BREMEN & HAMBURG:
S.S. SENEGAMBIA ... 13th May	S.S. SILESIA ... 20th May
S.S. SILVIA ... 17th May	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. ISTRIA ... 29th May	S.S. BELGAVIA ... About end of May
S.S. BRASILVIA ... 9th June	FOR MARSEILLES, HAYRE & HAMBURG:
S.S. SERGOVIA ... 17th June	S.S. SUEVIA ... 8th June
S.S. C. FERD. LAEISZ ... 26th June	FOR HAYRE & HAMBURG:
S.S. SLAVOIA ... 10th July	S.S. SENEGAMBIA ... 17th June

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 12th May, 1909. Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAYRE, COPEH, HAGEN and GOTHENBURG	"QANTON"	Middle of June.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPP)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

HONGKONG, 8th May, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	S. ITO MARU Capt. S. J. G. Parsons	6500	WED. 26th May, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	WAKASA MARU Capt. N. Nielsen	6500	WED. 26th May, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	S. KAGA MARU Capt. M. Hagino	6500	TUESDAY, 25th May, at Noon
KOBE and YOKOHAMA	STOSA MARU Capt. T. Harrison	6000	TUESDAY, 25th May, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sakino	5000	FRIDAY, 14th May, at Noon
BOMBAY via SINGAPORE, (and COLOMBO)	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. N. Christiansen	6265	FRIDAY, 14th May, P.M.
NAGASAKI, KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9000	FRIDAY, 21st May, P.M.
BOMBAY via SINGAPORE, (and COLOMBO)	BOMBAY MARU Capt. W. A. Evans	5000	MONDAY, 26th May, at Noon
SHANGHAI, MOJI and KOBE	TAKASAKI MARU Capt. A. McKee	5000	THURSDAY, 27th May, at Noon
NAGASAKI, KOBE and YOKOHAMA	KITANO MARU Capt. N. Mathieson	6000	WED. 26th May, at Noon

* Calling at Keelung.
† Fitted with New System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

HONGKONG, 13th May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 15th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 22nd May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

HONGKONG, 6th May, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	TONS	SAIL
S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSHU MARU	5000	July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

HONGKONG, 5th May, 1909.

TOYO KISEN KAISHA, York Building.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORE MARU" and "SAIKO MARU" (2,877 tons each) as follows—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Sunday
Morning	Morning	Saturday	Tuesday
11 a.m.	11 a.m.	"	Friday
8.50 p.m.	8.50 p.m.	"	"
9.15 p.m.	9.15 p.m.	"	"
5 a.m.	5 a.m.	Monday	Wednesday
6.55 a.m.	6.55 a.m.	"	Saturday
3 p.m.	3 p.m.	"	"
Connecting at Harbin with { State Express for Moscow, Wagon-Lite Express for Moscow, State Express for St. Pet'g.			

SOUTH-BOUND.

Connecting at Harbin with { State Ex-press from Moscow, State Ex-press from Moscow, Wagon-Lite from Moscow			
Leave—Harbin (Russian Train)*	Arrive—Changchun	Tuesday	Thursday
9 a.m.	5.37 p.m.	"	"
7 p.m.	7 p.m.	"	"
2.10 a.m.	2.10 a.m.	Wednesday	Friday
2.30 a.m.	2.30 a.m.	"	Sunday
12.30 p.m.	12.30 p.m.	"	"
afternoon	afternoon	"	Sunday
9 a.m.	9 a.m.	Friday	Tuesday

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANCHURIAN." Codes: A.B.C., 5th Ed., A.I. and Lieber's. (137-722)

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VOUX ROAD, HONGKONG.

Japan Office:—
14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	STEAMERS.
DOUGHERTY, French str., 997, Le Bail, 1st May	MANCHURIA, American str., 8,750, A. Dixon, 10th May—San Francisco, 9th April.
—Seigon 27th April, Rice—Chinese.	Mail and General—P. M. S. S. Co.
CAPRI, Italian str., 2,590, Pedone, 6th May	MERVOO, Chinese str., 1,339, J. McArthur, 8th May—Shanghai 4th May, General—C. M. S. N. Co.
Singapore 30th April, General—Carlovitz & Co.	MICHAEL JENSEN, German str., 951, J. Petersen, 11th May—Wohlschlag 5th May, Salt—Jensen & Co.
CHOLIS, German str., 1,021, J. Bruhn, 10th May	MOYORI, Jap. str., 3,700, I. P. Richards, 27th April—Bombay and Singapore 20th April, General—Nippon Yusen Kaisha.
—Bangkok 30th April, Rice and Wood—Butterfield & Swire.	ONAGO, British str., 1,787, E. S. Woolley, 9th May—Hongkong 6th May, Coal and Cement—Jardine, Matheson & Co.
CHOSHUN MARU, Japanese str., 1,301, T. Suruga, 11th May—Swatow, 10th May	RUBI, British str., 1,619, R. W. Almond, 10th May—Manila 8th May, General—Shewan, Tomes & Co.
CHOWTA, German str., 1,115, F. Schmetz, 10th May	SCANDIA, German str., 8,089, V. Dahren, 25th April—Singapore 21st April, General—Hamburg-Amerika Linie.
—Bangkok 1st and Swatow 9th May, Rice—Butterfield & Swire.	SEKIA, Norwegian str., 2,789, Lee, 8th May—Manila 5th May, Ballast—Onago.
DAGNY, Norwegian str., 883, O. Abrahamson, 8th May—Tatoozin 19th April, Salt—Aagaard, Thorsen & Co.	SEKTA, German str., 992, N. Jensen, 11th May—Singapore 5th May, General—Chinese.
DUNHILL HALL, British str., 5,211, 25th April	SHANTUNG, British str., 1,835, Robinson, 24th April—Hongkong Coal—Butterfield & Swire.
—New York 25th Feb. and Durban 30th March, Coal—Standard Oil & Co.	SIGNAL, German str., 950, G. Schalkier, 6th May—Newchwang and Chefoo 30th April, Beans and General—Jensen & Co.
Hai Phong 4th and Hoihow 7th May, Rice and Pig—Aagaard, Thorsen & Co.	SUBANO, British str., 1,776, W. D. Welsh, 7th May—Calcutta and Singapore 1st May, General—Jardine, Matheson & Co.
HANTANG, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April, Rice & General—Butterfield & Swire.	TAIYUAN, British str., 2,348, E. Davon, 25th April—Melbourne Australia 27th March, General—Butterfield & Swire.
JACOB DIERDREYER, Ger. str., 532, Hansen, 10th May—Hoihow 9th May, General—Jensen & Co.	TAMBU, British str., 917, Lennox, 6th May—Swatow 4th May, Ballast—Butterfield & Swire.
KAIKONG, British str., 985, O. Lindbergh, 3rd May—Cebu and Davao 29th April, General—Butterfield & Swire.	TRIKINI, Dutch str., 2,826, H. Koops, 5th May—Moji 29th April, Coal—Java-China-Japan Line.
KIANG-CHING, Chinese str., 1,002, F. Bissander, 6th May—Chinkiang 1st May, Rice—Pon Tse Wing.	TRIMART, Dutch str., 2,480, Bonnan, 5th May—Macassar 28th April, Sugar and General—J. C. J. L.
KIRLD, Norwegian str., 910, T. Hellesoe, 8th May—Newchwang 30th April and Dally 2nd May, Beans and Beans—Oil—Aagaard, Thorsen & Co.	TRINAV, German str., 1,002, Fr. Hinkling, 10th May—Bangkok 3rd May, General—Butterfield & Swire.
KOBANNA, British str., 2,267, John H. Beare, 5th May—New York via Singapore 11th March, General—Shewan, Tomes & Co.	WINGANG, British str., 1,517, J. Smith, 10th May—Wuhu 5th May, Rice—Jardine, Matheson & Co.
KORAT, German str., 1,223, W. Schmidt, 7th May—Bangkok 1st May, Rice—Butterfield & Swire.	YAWATA MARU, Japanese str., 3,816, T. Sakino, 11th May—Yokohama 1st May, Fish—Nippon Yusen Kaisha.
LAIKANG, British str., 2,224, F. Wheeler, 11th May—Singapore 5th May, General—Jardine, Matheson & Co.	YINGCHOW, British str., 1,217, Fraser, 9th April—Shanghai 6th May, General—Butterfield & Swire.
LIGHTNING, British str., 1,625, A. E. Gentles, 3rd May—Singapore 27th April, General—David, Sasson & Co.	Y-SONTUA, American str., 535, Gaisarchen, 13th April—Manila 10th April, Sugar—Chinese.
LOCKBURY, German str., 1,020, W. Fanbort, 7th May—Bangkok 20th April, Rice—Butterfield & Swire.	SAILING VESSELS.
LOOSOK, German str., 1,020, G. Schultzen, 20th April—Bangkok 12th and Swatow 19th April, Rice and Salt—Butterfield & Swire.	ALCIDES, 4-Mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

